City of Moorpark general plan. Circulation element. 1992.

MOORPARK

799 Moorpark Avenue Moorpark, California 93021 (805) 529-6864

CITY OF MOORPARK GENERAL PLAN
CIRCULATION ELEMENT

Prepared for:
CITY OF MOORPARK

Prepared by:
AUSTIN-FOUST ASSOCIATES
2020 North Tustin Avenue
Santa Ana, California 92701

Adopted by the City Council
on
May 13, 1992

ACKNOWLEDGEMENTS

City Council

Mayor Paul W. Lawrason, Jr.
Mayor Pro Tem John E. Wozniak
Councilmember Scott Montgomery
Councilmember Bernardo Perez
Councilmember Roy Talley, Jr.
Former Councilmember Eloise Brown
Former Councilmember Clinton Harper

Planning Commission

Chairman Michael Wesner, Jr.
Vice Chairman John Torres
Commissioner Barton Miller
Commissioner Steve Brodsky
Commissioner Christina May
Former Commissioner Glen Schmidt
Former Commissioner Bill Lanahan
Former Commissioner Michael Scullin

City Staff

Steven Kueny, City Manager
Patrick Richards, Director of Community Development
Deborah Traffenstedt, Senior Planner
Kathleen Mallory Phipps, Associate Planner
Craig Malin, Assistant Planner
Charles Abbott, City Engineer
John Knipe, Former City Engineer

TABLE OF CONTENTS

LIST OF EXHIBITS AND TABLES

1.0 INTRODUCTION

The main purpose of this element is to designate a safe and efficient circulation system which promotes the movement of people and goods in and around the City. The Circulation Element is also concerned with establishing goals, policies, and implementation measures which will ensure that all components of the system will meet the future transportation needs of the City. The General Plan Traffic Analysis technical report and the General Plan Update EIR Circulation Analysis prepared by Austin-Foust Associates, Inc. provide background information and act as supporting documents for the Circulation Element. Included as part of the General Plan update circulation analysis was the development of the Moorpark Traffic Analysis Model (MTAM), a computerized citywide model designed to estimate future demands on the City of Moorpark circulation system. Continued use of the traffic forecasting model in future circulation system impact analyses, and as the technical basis in the establishment of a citywide transportation improvement fee program is specified within the implementation program portion of this Element.

As part of the General Plan update, a special study of land use and circulation issues in the City limits as well as in the unincorporated area surrounding the City was undertaken. The current incorporated City area combined with an area of unincorporated land immediately adjacent to the City are referred to as the "planning area" throughout this element.

As stated in Section 65302(b) of the Government Code, the Circulation Element indicates the "general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the Land Use Element of the general plan". Items of particular concern to the City of Moorpark include:

- Streets, highways and freeways;
- Truck traffic;
- Public transit;
- Bicycle, pedestrian, and equestrian facilities;
- Transportation demand management (e.g. carpooling, vanpooling).

The Circulation Element addresses the circulation facilities needed to provide adequate roadway capacity, public transit services, and opportunities for other modes of transportation.

FORM AND SCOPE OF THIS ELEMENT

This element contains goals and policies designed to improve overall circulation in the City of Moorpark and to address circulation issues that concern the City at the present time. In order to assist in realizing the defined goals and policies, implementation measures are outlined together with a description of the circulation plan for roadways, bikeways, and equestrian facilities. For highway transportation, the circulation plan involves a network of existing and future roadways defined according to designated roadway types, each with specific design standards. Bikeway and equestrian trail networks and standards are also defined.

2.0 CIRCULATION ISSUES

The following circulation issues have been identified in the General Plan Update process and are addressed within the goals, policies, implementation measures and Circulation Element maps contained in this document.

REGIONAL TRANSPORTATION CORRIDORS

State Routes 23 and 118 currently pass through the City of Moorpark as conventional highways. While a connection of the existing SR-23 and SR-118 freeways is planned for the near future, north-south and east-west regional traffic will continue to pass through the City on the same arterial routes being used today. Since these regional facilities are projected to carry high volumes of truck traffic, issues of safety, congestion and noise with respect to future traffic demands are of concern. Potential alternative transportation corridors for the two State Routes would serve to alleviate adverse conditions projected for the future.

CITY STREET SYSTEM

The existing street system in Moorpark is a combination of fully and partially improved roadways. Portions of the street system were originally designed and constructed prior to the City's incorporation and were originally designed to perform at a lower capacity, typical of a rural community. As Moorpark continues to grow, the interface of a developing urban area with rural street capacities is resulting in traffic bottlenecks and reduced levels of service, particularly during peak hour periods. Adverse conditions are compounded with the growth of regional pass-through traffic on the conventional highway facilities within the existing street system.

There are various physical factors which influence the safe and efficient flow of traffic on the City's street system. Among these factors are street width, on-street parking, frequency of driveways, railroad crossings, intersection location and intersection configuration. The City's traffic signal network is without adequate interconnection and a system to monitor and maintain signal operation.

FUTURE GROWTH

Projections based on buildout of the Land Use Element indicate significant increases in traffic within the City limits and the surrounding planning area. A planned system of roadways is needed to serve currently undeveloped areas which are planned for development both within the City and in outlying regions. Continuity of facilities connecting future development with existing development is a key objective in the design of a planned network of roadways.

TRANSIT SYSTEM

The City currently has a public transportation system which serves the needs of persons living in and/or working in the community.

BICYCLE, PEDESTRIAN AND EQUESTRIAN FACILITIES

The citywide network of bicycle and pedestrian routes for commuter, school and recreational use is only partially established. The lack of a continuous bikeway system inhibits the bicycle from becoming an attractive means of transportation in the City. The City's recreational equestrian trail system is only partially established.

TRANSPORTATION DEMAND MANAGEMENT

The City currently lacks a comprehensive and coordinated program for implementing Transportation Demand Management strategies.

3.0 GOALS AND POLICIES

The following goals and policies form the basis for providing a circulation system which adequately serves the development intensity anticipated in the Land Use Element and which represents the desires of the community for adequate mobility and accessibility. The Circulation Element policies are intended to guide the City so that both governmental and private activities contribute to meeting the goals of the Circulation Element.

GENERAL

Goal 1: **Provide a transportation system that supports the land use plan in the General Plan and provides for the safe and efficient movement of people, goods, and services within, into, out of, and through the City of Moorpark.**

Policy 1.1: The completion of the ultimate circulation system, through the improvement of sub-standard roadway segments and intersections and the construction of missing roadway links and related facilities shall be actively promoted.

Policy 1.2: Local freeway improvements, and the construction and/or extensions of State Routes 23 and 118 as an arterial roadway or freeway shall be supported by requiring development projects to dedicate right-of-way, pay a development impact fee, and/or construct certain improvements as determined necessary to avoid significant traffic/circulation impacts.

Policy 1.3: Caltrans shall be encouraged to include special landscape treatments and sound walls or earthen berms in the design of freeway sections which will be visible and audible from residential areas within the City of Moorpark.

Policy 1.4: New residential streets should be designed so as to discourage pass-through trips which do not begin nor end within the residential area served by the street.

Policy 1.5: The improvement and modification of rail transportation facilities shall be encouraged in order to promote safety and to minimize impacts on local circulation and on noise sensitive land uses.

Policy 1.6: Every five years the City's buildout circulation plan shall be reviewed and, if necessary, updated. Recommendations shall be made for needed revisions to the Circulation Element of Ventura County, related to the needs of the City of Moorpark.

Policy 1.7: Roadways, pedestrian areas, walks, street name signs and utilities in applicable outlying areas shall be designed to convey a rural appearance while providing for low maintenance costs and safe passage of vehicles, pedestrians, equestrians, and bicycles.

LEVEL OF SERVICE

Goal 2: Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.

Policy 2.1: Level of service "C" shall be the system performance objective for traffic volumes on the circulation system. For roadways and interchanges already operating at less than level of service "C", the system performance objective shall be to maintain or improve the current level of service.

Policy 2.2: Project phasing shall be coordinated with the construction of on-site and off-site circulation improvements to maintain the performance standards objectives specified in Policy 2.1 and to ensure that improvements are in place when needed.

Policy 2.3: New development projects shall mitigate off-site traffic impacts to the maximum extent feasible.

Policy 2.4: All new development shall participate in a transportation improvement fee program. This fee enables circulation improvements to be funded by new development in a manner that maintains the performance objectives specified in Policy 2.1.

Policy 2.5: Driveway access points onto arterial roadways shall be limited in number and location in order to ensure the smooth and safe flow of vehicles and bicycles.

Policy 2.6: Secondary access should be required for projects located in the middle of a block adjacent to a limited-access arterial.

Policy 2.7: Traffic signal or stop sign installation shall be required at intersections which, based on individual study, are shown to satisfy traffic signal or stop sign warrants.

Policy 2.8: A program of traffic signal interconnection and computerization shall be implemented to improve traffic progression and the monitoring and maintenance of the City's traffic signals.

Policy 2.9: Guidelines for the determination of appropriate intersection sight distance shall be prepared that are consistent with accepted traffic engineering practice.

Policy 2.10: On-street parking on any new arterial streets shall be prohibited. For existing arterial streets with parking allowed, special studies should be carried out to ensure off-street parking adequacy prior to prohibiting on-street parking.

Policy 2.11: Adequate off-street parking shall be provided in all new or expanded projects as part of construction.

Policy 2.12: Signalization at major entrances to commercial projects shall be required if determined necessary based on traffic conditions.

ROADWAY STANDARDS

Goal 3: Adopt and maintain a set of roadway standards and transportation system design criteria which supports and maintains the desired character of the City of Moorpark.

Policy 3.1: A set of roadway design standards which specify right-of-way, roadway cross-sections, and other design criteria for designated roadway classifications shall be adopted and maintained.

Policy 3.2: Planting and substantial landscaping shall occur along major arterials to mitigate visual impacts and erosion problems.

Policy 3.3: Roadways in hillside areas shall not have a significant, adverse impact on the natural contours of the land; grading for streets shall be minimized; and harsh cut slopes which may not heal into natural appearing surfaces shall be avoided.

Policy 3.4: New collector streets in hillside areas shall be required to have curb and gutter and graded shoulders, and on-street parking shall be prohibited, as necessary, in order to provide extra safety.

Policy 3.5: Private streets shall be required to be improved to public street standards prior to dedication to the City.

Policy 3.6: The use of landscaped medians on arterial streets shall be encouraged in an effort to preserve the image of the community.

Policy 3.7: Rural and hillside road standards shall be developed, including standards for landscaping, levels of service, and road widths.

TRANSIT SYSTEM

Goal 4: Provide a public transportation system which serves the needs of persons living in and/or working in the City of Moorpark.

Policy 4.1: Participation in a public transit system that provides a means of intra-city and inter-city transportation, as a logical alternative to automobile transportation, should be developed or maintained.

Policy 4.2: Proposed developments shall include transit facilities, such as bus benches, shelters, pads or turn-outs, where appropriate, in their improvement plans, or as needed in proximity to their development.

Policy 4.3: Programs aimed at enhancing the mobility of senior citizens and the handicapped shall be implemented and expanded where feasible.

BICYCLE AND PEDESTRIAN FACILITIES

Goal 5: Provide a citywide system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school, and recreational use.

Policy 5.1: New development and redevelopment projects shall be required to include safe, separate, and convenient paths for bicycles and pedestrians so as to encourage these alternate forms of non-polluting transportation.

Policy 5.2: Plans for bicycle and pedestrian facilities shall give priority to providing continuity and closing gaps in the bikeway and sidewalk network.

Policy 5.3: Proposed residential, commercial, and industrial developments shall be required to include bikeways in their street improvement plans, consistent with the Circulation Element Bikeway Network Plan, and to construct the bicycle paths, or lanes, or routes as a condition of project approval.

Policy 5.4: Development projects shall be required to participate in the funding of planned bikeways which would allow employees to utilize bicycles as an alternative to automobiles.

Policy 5.5: The provision and maintenance of off-street bicycle paths shall be encouraged.

Policy 5.6: Bicycle racks shall be required and storage facilities shall be encouraged at new or modified public, commercial, and industrial building sites.

Policy 5.7: The installation of sidewalks shall be required for all new roadway construction and significant reconstruction of existing roadways, with the exception of hillside areas. If installation of sidewalks in hillside areas would result in significant grading impacts or a safety concern, special consideration shall be given to either eliminating the need for sidewalks or requiring along one side of the street only.

Policy 5.8: Along arterial and collector roadways, requiring the use of meandering sidewalks or the provision of landscaping between the curb and sidewalk shall be given consideration for all new projects proposed in commercial and industrial areas.

Policy 5.9: The design of unobstructed sidewalks, when included as part of roadway improvement plans, shall follow accepted traffic engineering practice.

Policy 5.10: The installation of appropriately located handicapped ramp curb-cuts shall be required for all new roadway construction and significant reconstruction of existing roadways.

EQUESTRIAN FACILITIES

Goal 6: **Provide equestrian trails for recreational use.**

Policy 6.1: New development projects shall provide equestrian trail linkages to regional parks and to regional trail systems consistent with the Circulation Element Equestrian Trail Network Plan.

Policy 6.2: New residential developments shall be encouraged to provide equestrian paths.

Policy 6.3: Multi-use equestrian, bicycle, and pedestrian trails shall be encouraged wherever feasible.

TRANSPORTATION DEMAND MANAGEMENT

Goal 7: **Develop and encourage a transportation demand management system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system.**

Policy 7.1: To reduce energy consumption, noise pollution and air pollution, employment generating developments shall provide incentives to employees to utilize alternatives to the conventional automobile, such as walking, bicycles, carpools, vanpools, buses, and commuter rail.

Policy 7.2: Industrial and commercial businesses shall be encouraged to use flex time, staggered working hours and other means to lessen commuter traffic.

Policy 7.3: Alternate forms of public and private transit which give routing, scheduling and planning priority to the work force, youth, handicapped, senior citizens and shoppers shall be provided to the extent feasible.

Policy 7.4: The use of multiple-occupancy vehicle programs for shopping, business and other uses shall be encouraged to reduce vehicle trips.

Policy 7.5: State and national legislation directed at encouraging the use of carpools and vanpools shall be supported.

Policy 7.6: The Ventura County Air Pollution Control District shall be supported in its effort to implement transportation demand management strategies.

Policy 7.7: The City shall develop a program for expending transportation demand management funds collected as mitigation for project air quality impacts.

4.0 IMPLEMENTATION

Within the Circulation Element, policies have been developed which call for specific implementing actions to be taken or enforced by the City. Defined as an action, procedure, program or technique that carries out General Plan policy, the following implementation measures are intended to assist the City in realizing the goals and policies of the Circulation Element.

1. The City Engineer's office and Community Development Department shall monitor the existing and proposed street systems on a regular basis to identify current and potential problem areas and to develop solutions.

2. The City Engineer's office and the Community Development Department shall utilize the citywide traffic forecasting model to determine immediate and cumulative impacts of proposed developments on the City's transportation system. The traffic model database shall be monitored, and periodic model update and recalibration shall be carried out as warranted by base and future year land use and circulation database revisions.

3. Every five years the City Engineer's office and the Community Development Department shall review and make recommendations to the City Council for needed revisions to the City's buildout circulation plan as well as the Ventura County Circulation Element as it relates to the needs of the City of Moorpark.

4. The City Engineer's office shall prepare and maintain a circulation facility design manual containing roadway standards which specify right-of-way, number of lanes, typical cross-sections and parking restrictions according to designated arterial classifications. Included will be design guidelines for driveway placement, intersection site distance, dedicated turn lanes, stop sign installation, medians, landscaping, bike lanes, bike paths, sidewalks, and equestrian trails. Rural and hillside road standards for road widths, grading, pathways, pedestrian areas, walks, landscaping, street name signs, and utilities shall also be included.

5. The City Engineer's office and the Community Development Department shall use the development review process to ensure that the design of local street improvement plans will not encourage pass-through vehicle trips within residential developments.

6. The City Engineer's office and the Community Development Department shall use the development review process to ensure that new or expanded development projects mitigate off-site traffic impacts to the maximum extent feasible, coordinate project phasing with the construction of on-site and off-site circulation improvements which maintain the specific level of service performance standard, provide adequate off-street parking, and where feasible, provide secondary side street access for projects located in the middle of a block adjacent to a limited access arterial.

7. A program of traffic signal interconnection and computerization shall be implemented by the City Engineer's office and the Public Works Department to improve traffic progression and the monitoring and maintenance of the City's traffic signals.

8. The City Council shall adopt a transportation improvement fee program which will enable circulation (roadway and bikeway) improvements to be funded by new development and, in conjunction with the City's capital improvement program, will determine estimated dates for construction. A phasing/improvement plan shall be included that identifies project specific improvement responsibilities and requires fair share funding for cumulative circulation improvements. Roadway and bikeway improvements which mitigate specific project related impacts shall be constructed or funded by the individual project applicant. Project applicants shall also be required to participate in the fair share funding program. The traffic forecasting model shall be used to evaluate specific project impacts and shall serve as the traffic share technical basis in establishing the transportation improvement fee program.

9. The City shall continue to work toward the implementation of improved transit services as a logical alternative to automobile transportation.

10. The City Engineer's office and the Community Development Department shall use the development review process to ensure that proposed developments shall include bikeways and equestrian trails in their street improvement plans consistent with the Circulation Element Bikeway and Equestrian Trail Network Plans.

11. The Community Development Department shall develop and the City Council shall adopt a Transportation Demand Management (TDM) ordinance to encourage new and existing employers to participate in TDM programs.

12. The Community Development Department shall develop a program for implementing TDM strategies, including a list of projects or activities which will be funded by transportation systems management funds collected as mitigation for significant air quality impacts.

5.0 ROADWAY CIRCULATION PLAN

This section of the Circulation Element defines a roadway plan that meets the requirements for safe and convenient movement at the development intensity anticipated in the Land Use Element. It includes a classification system that applies to all roadways that serve the City, and identifies specific improvements that will be required to implement this plan.

ROADWAY FACILITY DESIGNATIONS

The future roadway system in the Moorpark planning area is defined using a classification system which describes a hierarchy of facility types. The categories included in this classification system differentiate the size, function and capacity for each type of roadway. There are five basic categories in the hierarchy, ranging from "freeway" with the highest capacity to "local collector" with the lowest capacity. These five categories of roadways can be summarized as follows:

- Freeway - A four- to ten-lane divided roadway with full access control, grade separations at all intersections and a typical right-of-way width in excess of 150 feet, designed and maintained by the State Department of Transportation.

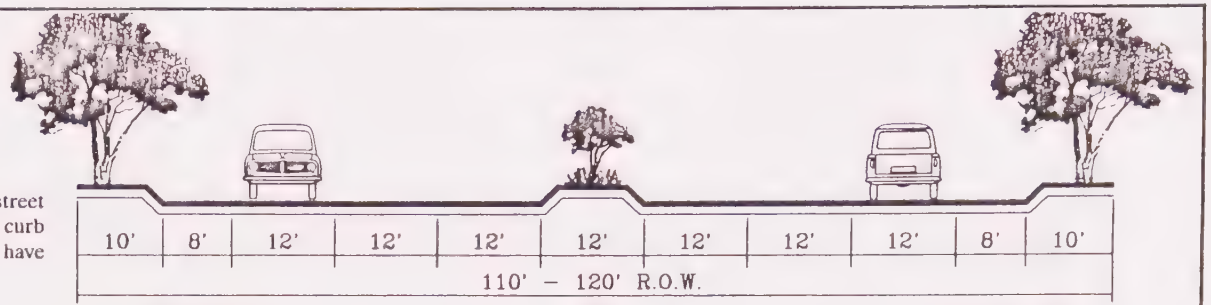
- Six-Lane Arterial - A six-lane roadway with no on-street parking, a typical right-of-way width of 110-120 feet and curb to curb pavement width of 90-104 feet, and which may have controlled access.

- Four-Lane Arterial - A four-lane roadway with a typical right-of-way width of 80-100 feet and a curb to curb pavement width of 60-80 feet, and which may have controlled access and restricted parking.

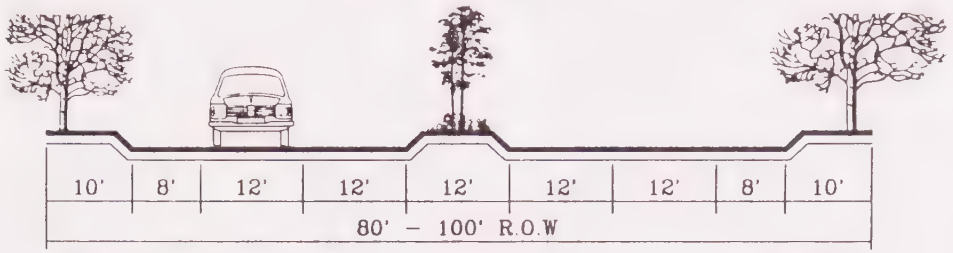
- Rural Collector - A two- to four-lane roadway with a typical right-of-way of 70-90 feet and a curb to curb pavement width of 54-64 feet. An upgrade from two to four lanes is to be determined as development occurs in rural areas within the City sphere.

- Local Collector - A two-lane roadway with a typical right-of-way width of 50-70 feet and a curb to curb pavement width of 36-54 feet. Industrial areas would require the wider dimension to allow for a center turn lane and to provide more space for truck maneuvering. In hillside areas, the minimum dimension may be allowed, but graded shoulders are required and on-street parking is prohibited in order to provide extra safety.

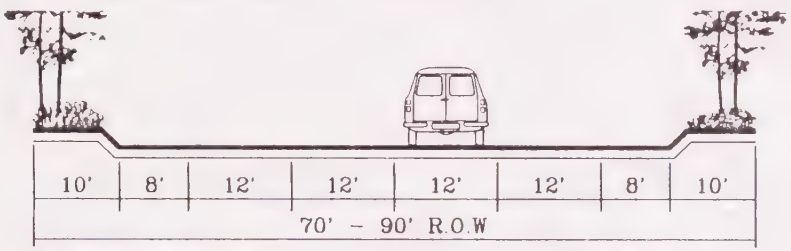
Six-Lane Arterial - A six-lane roadway with no on-street parking, a typical right-of-way width of 110-120 feet and curb to curb pavement width of 90-104 feet, and which may have controlled access.



Four-Lane Arterial - A four-lane roadway with a typical right-of-way width of 80-100 feet and a curb to curb pavement width of 60-80 feet, and which may have controlled access and restricted parking.



Rural Collector - A two- to four-lane roadway with a typical right-of-way of 70-90 feet and a curb to curb pavement width of 54-64 feet. An upgrade from two to four lanes is to be determined as development occurs in rural areas within the city sphere.



Local Collector - A two-lane roadway with a typical right-of-way width of 50-70 feet and a curb to curb pavement width of 36-54 feet. Industrial areas would require the wider dimension to allow for a center turn lane and to provide more space for truck maneuvering. In hillside areas, the minimum dimension may be allowed, but graded shoulders are required and on-street parking is prohibited in order to provide extra safety.

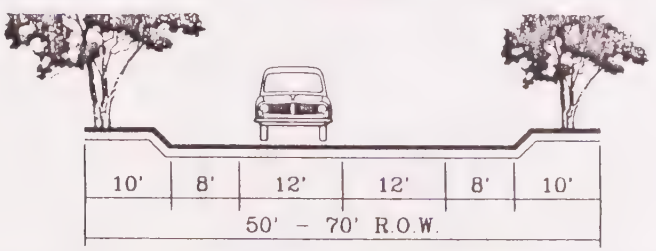


Figure 1

ROADWAY CLASSIFICATIONS

Table 1

STANDARDS FOR ROADWAY LEVELS OF SERVICE*

LEVEL OF SERVICE	TRAFFIC CONDITIONS
A	Primarily free flow operations at average travel speeds usually about 90 percent of free flow speed. Vehicles can maneuver unimpeded within the traffic stream. Delay at signalized intersections is minimal.
B	Reasonably unimpeded operations at average travel speeds usually about 70 percent of free flow speed. Ability to maneuver is only slightly restricted and stopped delays are not bothersome. Drivers are not subjected to appreciable tension.
C	Represents stable operations, however, ability to maneuver and change lanes in midblock locations may be more restricted. Longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of free-flow speed. Drivers will experience some appreciable tension.
D	Borders on a range in which small increases in flow may cause substantial increases in approach delay, and hence, decreases in arterial speed. Causes range from adverse signal progression, inappropriate signal timing, high volumes, or any combination. For planning purposes, this Level of Service is the lowest that is considered acceptable. Average travel speeds are about 40 percent of free-flow speed.
E	Characterized by significant approach delays and average travel speeds of one-third of free-flow speed or lower, caused by adverse progression, high signal density, extensive queuing at critical intersections, inappropriate signal timing, or some combination.
F	Characterized by arterial flow at extremely low speeds below one-third to one-quarter of free flow speed. Congestion is likely at critical signalized intersections, resulting in high approach delays. Adverse progression is frequently a contributor to this condition.

* From arterial highway section of 1985 Capacity Manual

Schematic cross-sections of each category of arterial roadway are provided in Figure 1. Variation in right-of-way width and specific road improvements will occur within each of the roadway classifications, based on existing conditions and other factors. In particular, the median width in six-lane and four-lane roadways will vary according to the area being served and the available right-of-way. Typically the median width for six-lane and four-lane roadways should be raised as shown in Figure 1. Any of the arterial classifications listed above may deviate from the standards where physical constraints exist or where preservation of community character dictates special treatment.

LEVEL OF SERVICE

A roadway's ability to handle existing and future projected traffic loads can be described in terms of level of service, or LOS. The LOS is a measure of traffic operating conditions as outlined in Table 1, and is based on prevailing traffic volumes in relation to roadway capacity. The following table lists representative ADT capacities for the various types of arterial roadways considered in the Circulation Element.

Table 2

ADT CAPACITIES

CLASSIFICATION	ROADWAY WIDTH	RIGHT-OF-WAY	LEVEL OF SERVICE* C	D	E
Six-Lane Arterial	90'-104'	110'-120'	42,000	48,000	52,000
Four-Lane Arterial	60'-80'	80'-100'	26,000	29,000	32,000
Four-Lane Rural Collector	54'-64'	70'-90'	22,000	25,000	28,000
Two-Lane Local Collector	30'-54'	50'-70'	10,000	12,000	14,000

* Capacities listed represent threshold capacities for entry into the next lower level of service.

These capacities represent the general level of daily traffic that each roadway type can carry and should be used as general design guidelines only. Level of service for the circulation system is more precisely determined by examining peak hour intersection volumes, and therefore the Circulation Element uses peak hour volumes as a basis for determining appropriate capacity needs.

One of the policies included in this Element states that the City will attempt to achieve and maintain level of service "C" as a system performance standard for traffic volumes on the roadway system and as a basic design guideline for roadways in the City.

CIRCULATION SYSTEM

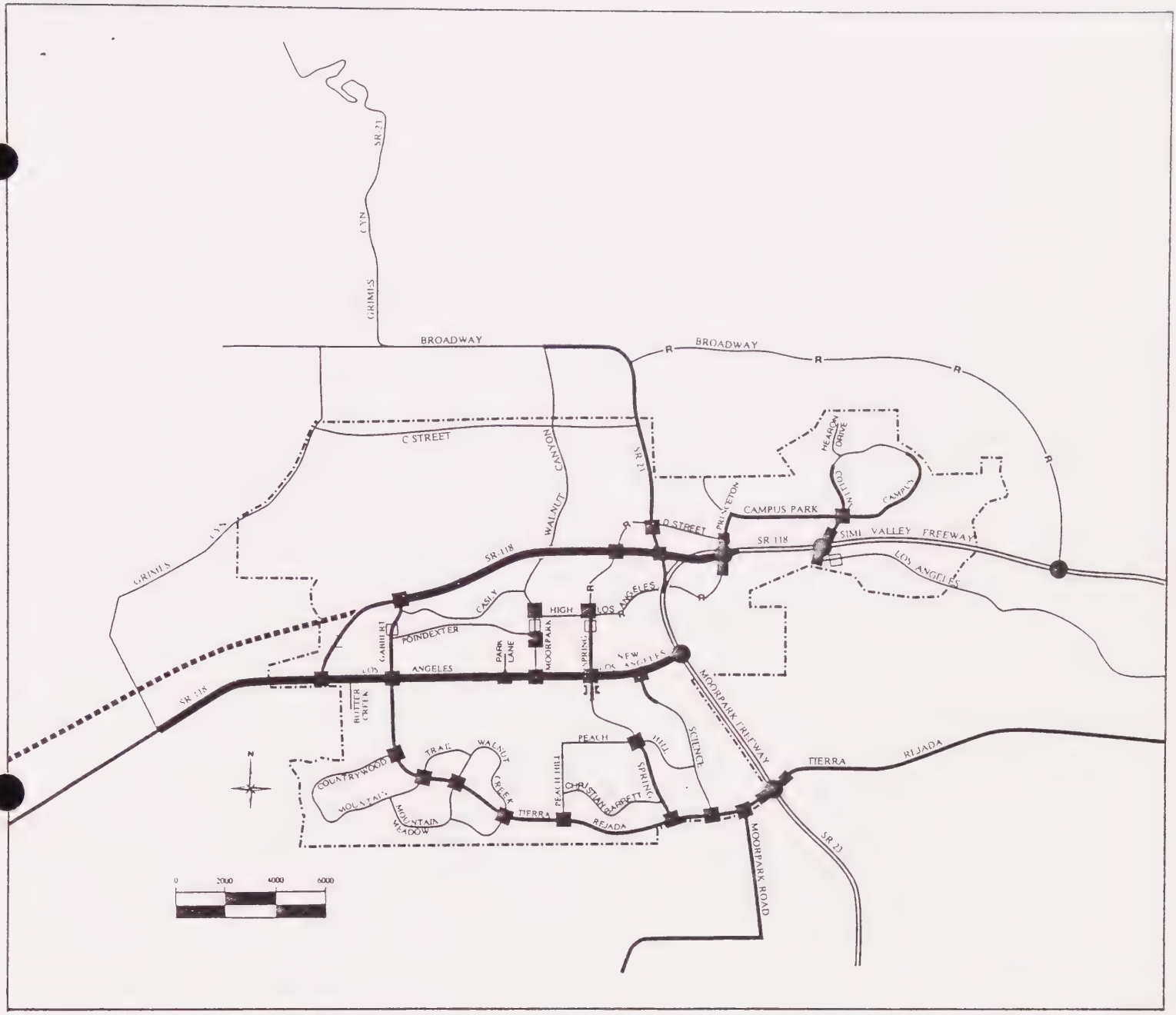
The goals and policies included in the Circulation Element emphasize the need for a circulation system that is capable of serving both existing and future residents while preserving community values and character. The location, design, and constituent modes of the circulation system have major impacts on air quality, noise, community appearance, and other elements of the environment.

The highway network designated in the Circulation Element is illustrated in Figure 2, and indicates all of the designated freeways, six-lane arterials, four-lane arterials, and rural collectors. In addition, a selected number of designated local collectors, which carry through traffic, are indicated on the map. Any permanent closure to through traffic or relocation of the designated arterials and collectors will require a General Plan Amendment. Highway facilities are shown within the current City limits as well as for the surrounding planning area that has been defined for the General Plan Update.

Existing and potential future traffic signal locations within the City limits are also indicated on the highway network map, as are existing and potential at-grade and grade separated railroad crossing locations. Traffic signal warrants are satisfied for the locations shown here based on current traffic projections. Traffic signalization may be required at minor street and driveway locations not shown on the Circulation Element highway network map. A grade separated railroad crossing is shown only for the future SR-118 bypass arterial crossing. Grade separation is not considered feasible at the four existing railroad crossings (Gabbert Road, Moorpark Avenue, Spring Road, and Los Angeles Avenue).

The roadway network in the Circulation Element indicates a number of improvements with regard to the existing roadway system in the Moorpark planning area. The following are the more important improvements that will need to be implemented:

- Connection of the SR-118 and SR-23 freeways with new interchanges at Collins Drive and Princeton Avenue.



LEGEND

- FREEWAY
- INTERCHANGE
- SIX-LANE ARTERIAL
- FOUR-LANE ARTERIAL
- R — RURAL COLLECTOR
- LOCAL COLLECTOR
- SIGNALIZED INTERSECTION
- AT-GRADE RR CROSSING
- GRADE SEPARATED RR CROSSING
- CITY LIMIT BOUNDARY
- SR-118 FREEWAY CORRIDOR

NOTE: This map does not portray precise alignments for future roadways. Please consult with the City of Moorpark Public Works Department and Community Development Department for additional information.

FIGURE 2

CITY OF MOORPARK
GENERAL PLAN CIRCULATION ELEMENT

HIGHWAY NETWORK

May 13, 1992

- Provision of an east/west SR-118 arterial bypass from the SR-23/SR-118 connector to Los Angeles Avenue west of Butter Creek Road, without a connection to Walnut Canyon Road, and recognition of a potential future SR-118 freeway extension west of the City limits.

- Provision of a north/south SR-23 arterial bypass from the SR-23/SR-118 connector to Broadway Road.

- Extension of Spring Road north to the SR-23 arterial bypass.

- Provision of a local collector system to serve circulation needs in the northwest portion of the City. Local collectors added to the existing circulation system include an extension of Casey Road to Gabbert Road, "C" Street between Grimes Canyon Road and the SR-23 arterial bypass, and "D" Street between Princeton Avenue and the SR-23 arterial bypass.

- Provision of a roadway system to serve circulation needs in the Carlsberg Specific Plan (Moorpark Highlands) area in the southeast portion of the City. Roadways added to the existing circulation system include an extension of Science Drive from New Los Angeles Avenue to Tierra Rejada Road, and an extension of Peach Hill Road to Science Drive.

- Provision of an eastern extension of Broadway Road potentially connecting with Alamos Canyon Road and the SR-118 freeway to serve circulation needs of potential future development in the portion of the planning area northeast of the City limits.

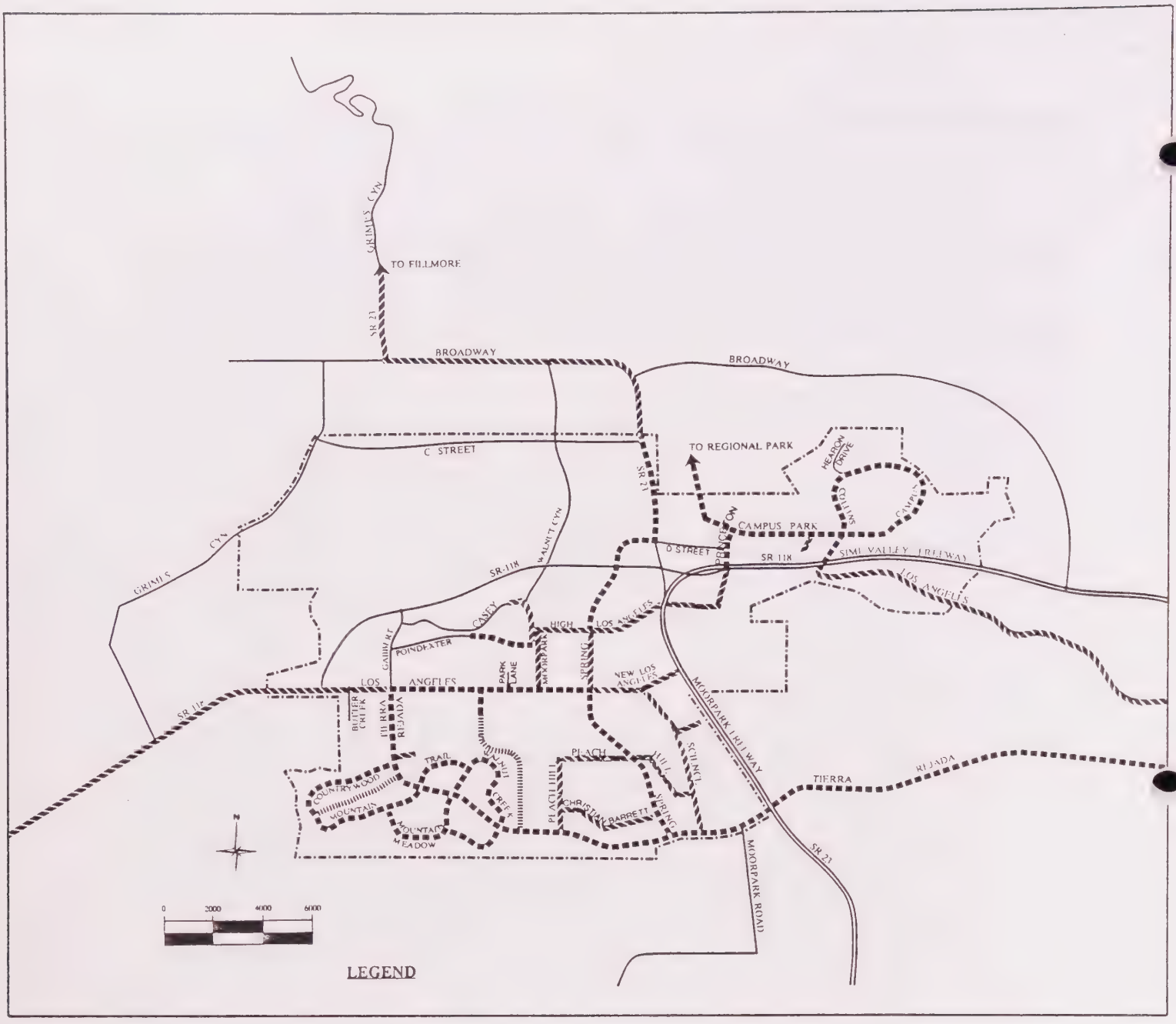
6.0 BIKEWAY PLAN

The bikeway network designated in the Circulation Element is illustrated on Figure 3. Bikeways within the current City limits as well as possible bikeway linkages in the surrounding unincorporated area are shown on Figure 3. The bikeway system within the City limits will consist of three types of facilities as follows:

Class I Bikeway (Bike Path): This is a special type of facility that is designed for exclusive use by bicyclists. A bike path may be located adjacent to a roadway though it is physically separated from vehicular traffic by a barrier, grade separation or open space. Cross flows by vehicles and pedestrians are allowed but minimized. The minimum paved width for a two-way bike path shall be 8 feet. The minimum paved width for a one-way bike path shall be five feet. A minimum two-foot wide graded area shall be provided adjacent to the pavement.

Class II Bikeway (Bike Lane): A bike lane consists of a paved area for preferential use of bicycles and is located between the travel lane closest to the curb and the curb. Pavement markings and signage indicate the presence of a bike lane on the roadway. Per the Caltrans Highway Design Manual, the Class II bike lane width is four feet on a street without curbs and gutters with parking off the pavement, five feet on curbed streets with marked parking (bike lanes are located between the parking area and the traffic lanes) and on curbed streets where parking is prohibited, and 11 to 12 feet on curbed streets with parking permitted, but without marked parking areas.

Class III Bikeway (Bike Route): This type of bicycle facility refers to a conventional street where bike routes are indicated by sign only. There are no specially paved bikeways and bicycle traffic shares the roadway with motorized traffic. Only Class III facilities which connect the Moorpark sphere with the regional bikeway system are identified in the bikeway network. Roadways which are not designated with a Class II bikeway, but which serve as connections between Class II facilities or the regional bikeway system should be considered as Class III bikeways.



LEGEND

CLASS I BIKEWAY (BIKE PATH) - A facility designed for exclusive use by bicycles and physically separated from vehicular traffic by a barrier, grade separation or open space. Cross-flows by vehicles and pedestrians allowed but minimized.

CLASS II BIKEWAY (BIKE LANE) - A paved area of a roadway designated for preferential use of bicycles. Pavement markings and signage indicate the presence of a bike lane on the roadway

CLASS III BIKEWAY (BIKE ROUTE) - A conventional street where bike routes are indicated by sign only there are no special pavement walkways and bicycle traffic shares the roadway with motorized traffic Only Class III facilities which connect the Moorpark sphere with the regional bikeway system are identified in the bikeway network. Roadways which are not designated with a Class II bikeway, but which serve as connections between Class II facilities or the regional bikeway system should be considered as Class III bikeways.

CITY LIMIT BOUNDARY

FIGURE 3

CITY OF MOORPARK
GENERAL PLAN CIRCULATION ELEMENT

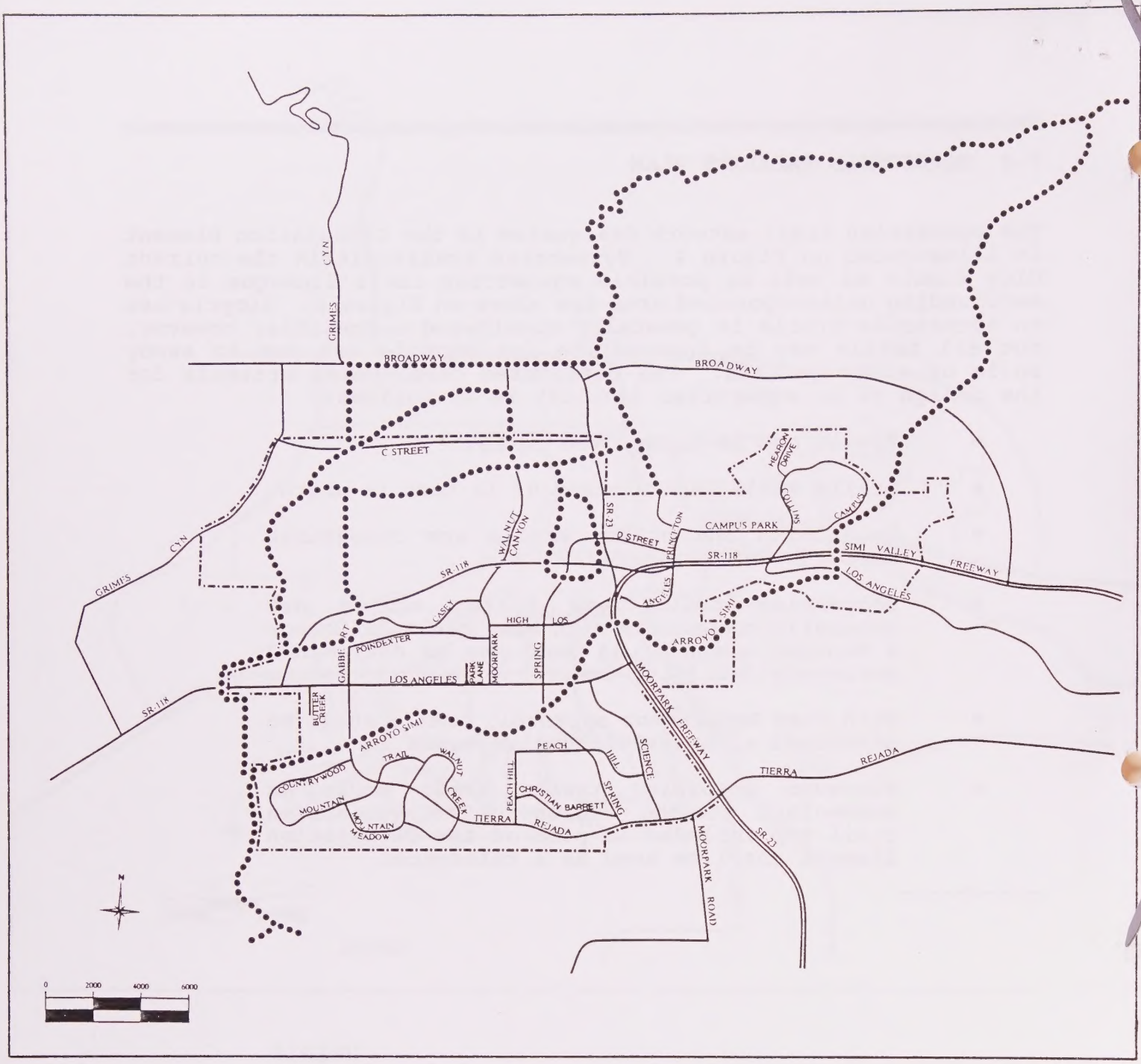
BIKEWAY ELEMENT

May 13, 1992

7.0 EQUESTRIAN FACILITY PLAN

The equestrian trail network designated in the Circulation Element is illustrated on Figure 4. Equestrian trails within the current City limits as well as possible equestrian trail linkages in the surrounding unincorporated area are shown on Figure 4. Bicycle use on equestrian trails is generally considered compatible; however, not all trails may be appropriate for bicycle use due to sandy soils or steep terrain. The designated development criteria for the design of an equestrian facility is as follows:

- Trails can be unimproved paths.
- Trails shall be a minimum of 12 feet in width.
- Equestrian and hiking trails are compatible uses and can be shared.
- Equestrian trails and hiking trails are generally compatible with bike paths, although a minimum width of 14 feet may be determined necessary for joint use.
- With Fire Department approval, trails shall be developed along existing fire roads.
- Wherever possible, trails shall serve as connectors to the region. The equestrian trail map included as part of the Circulation Element shall be used as a reference.



LEGEND

●●●●●● EQUESTRIAN TRAILS

-·-·-·- CITY LIMIT BOUNDARY

FIGURE 4

CITY OF MOORPARK
GENERAL PLAN CIRCULATION ELEMENT

EQUESTRIAN TRAIL NETWORK

May 13, 1992